

THE RAILWAY CITY



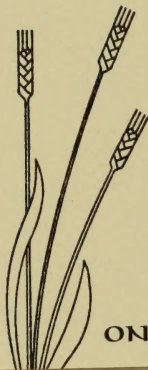
SOUVENIR  
OF

ST. THOMAS,  
Canada.



*Purchased  
from the  
Chancellor  
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CANADIANA  
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*Queen's University at Kingston*

SOUVENIR OF

*St. Thomas, Ontario,*  
*Canada.*

Photo-Engravures



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T. THOMAS was named after the Honorable Thomas Talbot, the first settler and founder of the settlement. Talbot street, the main thoroughfare from river to river (Detroit and Buffalo), is also named after him and thus his pioneer record is retained forever. There are few sections of Ontario more interesting than the Lake shore counties of which the city of St. Thomas is the centre.

As early as 1810 there is record of settlement when a few families took up land and erected their homes on the crest of the western hill near Pleasant street. Among them were the Rapeljes, Mandevelles, Drakes and Curtis', names still familiar. During the war of 1812 the hamlet was occupied by Gen. MacArthur and a force of American soldiers numbering 1000 men, who made foraging raids upon the live stock and crops of the settlers.

The first business was established by James Hamilton, who in 1817 opened a general store at the foot of the hill on the London road, which was then the main artery of travel to Port Stanley, the only outlet for shipment of grain and produce to the larger markets.

In 1821 Daniel Rapelje donated the land for the erection of that quaint little church known as St. Thomas Episcopal Church, said to be the oldest church edifice between the Grand and Detroit Rivers. It was built in 1824 and is still well preserved. A visit to the well-filled graveyard will recall more "early history and reminiscences" than volumes of reading. Its register of baptisms, marriages and burials contains some illustrious names.

In 1824 the village was of considerable importance but it grew slowly and all the building was west of where the old town hall now stands; the population in 1837 was 700 and there were three churches and three taverns.

The Township of Yarmouth erected the old Town Hall in 1850-51, which did good service for a half century; a year later (1852) St. Thomas became incorporated with a population of 1300. About the same time a portion of the county of Middlesex was set apart as a new county and

the growing town was made the county seat. The court house was built in 1853, and out of compliment to the Earl of Elgin (Governor-General 1847-1854) the new county was named Elgin.

The first railway was built in 1856, the London and Port Stanley, but little did anyone think that St. Thomas was destined to become a railway centre; in 1870 the agitation in favor of the Canada Southern Railway reached its climax and the road was built from Buffalo to Detroit with divisional headquarters at St. Thomas. This road, together with the Michigan Central has fallen into the hands of the New York Central and become part of its main line from New York to Chicago; large shops have been built employing hundreds of men and vast sums of money spent in general improvements.

The Great Western, fearing the competition of the Canada Southern, built a loop line from Glencoe to Canfield, making St. Thomas its divisional point—this has since passed into the hands of the Wabash system, while the Lake Erie and Detroit River road of more recent construction (1900-1) has become part of the Pere Marquette, so that the city enjoys the advantages of three great trunk lines railway of under American control, beside our own greater systems of the Canadian Pacific, Grand Trunk and future Grand Trunk Pacific. No other city in the province boasts of finer railway facilities and offers equal inducements to manufacturers.

From 1870 to 1879 the population increased from 1800 to 8000; up to the present time the growth has been steady and substantial, and today the number is 14000. The city owns its water-works, gas and electric light plants, the electric street railway, fine parks, and is among the first to practically test the advantages of municipal ownership.

The public schools are magnificent structures. Alma College provides higher education for young ladies. The city hall, library, and churches are all in keeping with the progressive character of the city.

The first radial electric roads from London to St. Thomas, and from St. Thomas to Port Stanley, will be opened for traffic contemporaneously with the issue of this booklet (June 1906).

W. H. M.



CITY HALL.









COURT HOUSE.





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CENTRAL METHODIST



ALMA PRESBYTERIAN



CENTRAL PRESBYTERIAN



TRINITY



ROMAN CATHOLIC

# CHURCHES.





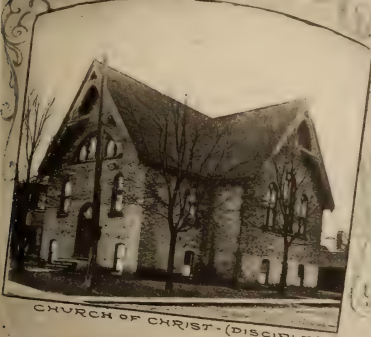
GRACE METHODIST



OLD ENGLISH



ST JOHN'S EPISCOPAL



CHURCH OF CHRIST - (DISCIPLE)



KNOX



FIRST METHODIST

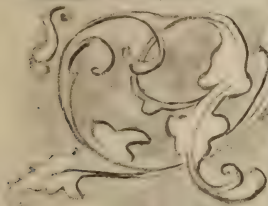
CHURCHES.







TALBOT STREET  
EAST OF MARY



TALBOT STREET-LOOKING WEST





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TYPICAL RESIDENCES.



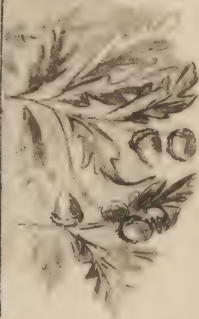




METCALF STREET



FOREST AVENUE.



WELLINGTON STREET.





MC RAILWAY BRIDGE



SCENE ON KETTLE CREEK  
RAINS HILL ON THE LEFT



WATER WORKS PUMPING STATION.



WABASH RAILWAY BRIDGE.







CARNEGIE  
LIBRARY



COLLEGIATE



MYRTLE STREET  
SCHOOL



BALAKLAVA STREET  
SCHOOL



WELLINGTON STREET SCHOOL

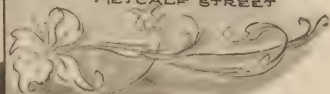




W.D. JACKSON  
WELLINGTON STREET



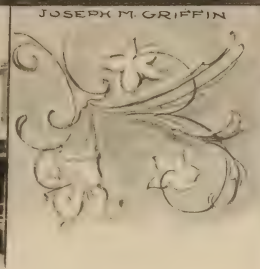
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EDWIN THOMAS

TYPICAL RESIDENCES.





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M. C RAILWAY MACHINE SHOPS.







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RESIDENCES ON PRINCE ALBERT STREET



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TYPICAL RESIDENCES.





WILSON AVENUE BRIDGE.



PINAFORE PARK.







